

CLASSIFICATION SECRET/SECURITY INFORMATION		SECRET
CENTRAL INTELLIGENCE AGENCY REPORT		[Redacted]
INFORMATION REPORT		
COUNTRY	Austria (Soviet Zone)	DATE DISTR. /0 Dec 51
SUBJECT	Repair and Maintenance of Soviet Aircraft	NO. OF PAGES 2
PLACE ACQUIRED	[Redacted]	NO. OF ENCL. (LISTED BELOW)
DATE ACQUIRED	[Redacted]	
DATE OF	[Redacted]	
THIS IS UNEVALUATED INFORMATION		

1. The production of PB-2 aircraft was stopped in about 1945 and a rather serious shortage of spare parts for this aircraft became noticeable in 1946. At that time the PB-2 was about to be replaced by the Il-28, this would, of course, alleviate the need for a supply of PB-2 spare parts. The PB-2 spare parts most frequently required are: metal tubing, nuts, bolts, washers, pins, copper wire, small expendable items such as nuts, bolts, cotter pins, etc., and assemblies such as gasoline pumps, generators and radio equipment. Since spare parts from abandoned aircraft were usually available, there were rarely any delays of more than two or three days.
2. Twenty-nine of the forty aircraft [redacted] were supposed to be kept in a ready-to-fly condition, but there were never more than 22 or 23 aircraft in this condition at any given time.
3. General maintenance work is done at squadron level and specialized work is performed in one of the PAKO (Pereval'skaya Avto-Konstruktorskaya Masterstvo) mobile aviation repair shop. PAKO are assigned to regiments, divisions and armies in the following manner:

SECRET
SECRET/SECURITY INFORMATION

50X1-HUM

- 2 -
 Regiment - PARM #1 - Airframe repairs
 Division - PARM #4 - Painting, replacement of tubing, small repairs on radios and electrical equipment
 Army - PARM #11 - Major overhaul of all components including engines

50X1-HUM
50X1-HUM
50X1-HUM

The repair and maintenance of aircraft at the squadron level has been described in OC-K-44 and OC-K-57. The work done at the regimental level has been described. Once or twice a year every plane in the regiment is inspected by a team consisting of the Regimental Senior Engineer, the Regimental Armaments Engineer and the Regimental Special Electrical Equipment Engineer. There is also an inspection of every plane at the divisional level once a year. This inspection is conducted by a team consisting of the Divisional Senior Engineer, the Divisional Senior Armaments Engineer and the Divisional Special Electrical Equipment Engineer.

4. [Redacted] PARM-11 is equipped to handle all repairs normally done by a stationary shop.

50X1-HUM
50X1-HUM
50X1-HUM

- end -

CLASSIFICATION SECRET/SECURITY INFORMATION		SECRET
STATE	NAVY [Redacted]	DISTRIBUTION
ARMY	AIR [Redacted]	[Redacted]

SECRET